

MILKMAID  
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NATURAL MILK  
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PURE FRESH  
COWS MILK.

# The China Mail.

ESTABLISHED 1845

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LIVE IN HONGKONG  
AND SOUTH CHINA  
B. and F. C. A.  
HUNBURY A.M.  
To be had at the  
CHINA MAIL OFFICE  
Printed by the Proprietor  
at No. 11, Queen's Road East.

No. 15,867.

號二十月三年四十一百九千一第

HONGKONG, THURSDAY, MARCH 12, 1914

宣統六年三月四日

PRICE, \$8.00 Per Month.

## WATSON'S E. BRANDY

Finest very old Brown Brandy. Guaranteed 25 years age in wood. The finest liquor Brandy on the market.

A.S. WATSON & Co., Ltd.  
ALEXANDRA BUILDINGS.

### UMEMOTO.

PROFESSIONAL TATTOOER.  
Orders attended to at the residence of Customers, if desired.  
Finest work done by hand only.  
No. 12, Queen's Road East.  
Hongkong, Oct. 2, 1913.

### COMRADES OF SIR E. SHACKLETON.

Names of Leading Officers.

The staff already chosen by Sir Ernest Shackleton for his expedition across the Antarctic Continent are:  
Sir Ernest Shackleton, head of the expedition, aged 39;  
Mr. Frank Wild, second in command and surveyor, 39;  
Mr. George Marston, artist and in charge of clothing and stores, 31;  
Lieutenant A. E. Maitland, probably leader of the Ross Sea depot party, 30;  
Mr. A. Cheetham, third officer of the Weddell Sea ship, 39;  
Captain Orlo Jewell, Royal Marines, head of the motor school at Deal, an expert Alpine climber and instructor in physical training, 35 (subject to permission of the Admiralty);  
Mr. Ernest Joyce, in charge of dogs on the Ross Sea side, 30;  
Captain J. K. Davis, in command of the Weddell Sea ship.  
The scientific staff (says Reuter) applications have been received from several members of Captain Scott's expedition, and it is practically certain that a number of his party will go. Applications have also come in from members of Dr. Mawson's present expedition, and two men who are now with that explorer in Adie Land will be included among the scientific staff.

PURCHASE OF NEW SHIP.  
Sir Ernest Shackleton has practically decided to purchase a new 600-ton ship called the *Polaris*, specially constructed in Norway for ice work by a syndicate interested in Polar work.

Constructed on the best lines, and very economical in fuel consumption—she will be covered by a 25-ton oil fuel—the *Polaris* under her new name, *Endurance*, will be employed on the Weddell Sea side of the Antarctic under the command of Captain J. K. Davis, who is in charge of the Mawson expedition ship *Aurora*, now on its return voyage to Australia. The *Aurora*, which has been brought up to date and has a wireless telegraph installation, will probably be selected for the Ross Sea side of the continent. The ship employed there will be officered and manned entirely by men of the Royal Navy.

Sir Ernest has slightly varied the plan of his route across the Antarctic Continent. "Originally I announced three tentative routes. On the advice of the geographers I have decided to eliminate the route from the Pole behind the Victoria chain of mountains; and to adopt another route to the eastward of Amundsen's track, or between our route, Beardmore's Glacier route, and Amundsen's Glacier.

### SELLING A WOMAN.

Queer Tale From Taipei.

One day last week, according to a Taipei correspondent of the "Peking Gazette," a shooting affray started over the public market. A party of about ten Chinese (Khehs) were bargaining for a woman, a coloured slave, when unexpected a Chinese detective arrived. He enquired what was the matter, and one of the men said that he was negotiating a sale of the woman. The Chinese detective observed that a human creature was not a saleable commodity and this sort of traffic was illegal. Thereupon he was attacked by the alleged vendors with sticks and chopsticks, and in trying to ward off a blow was cut on the head. He thereupon drew his revolver, and shot at one of the assailants, hitting him in the leg. The other men took to their heels, and the detective went to the hospital.

## BUSINESS NOTICES.

### A GENERAL FAVOURITE

BOTH IN THE KITCHEN AND DINING ROOM.

MILKMAID

STERILIZED

NATURAL

MILK.



Pleases Everybody because it is Reliable. It is Pure, Rich,

fresh Milk. Preserved only by the process of Sterilization, NOT

CONDENSED. Obtained at all stores; packed in two sizes

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.  
HONGKONG TO CANTON. CANTON TO HONGKONG.  
THURSDAY, 12th MARCH.  
8 A.M. 'HONAM.' 8 A.M. 'HEUNGSEAN.'  
10 P.M. 'FATSHAN.' 5 P.M. 'KINSHAN.'

FRIDAY, 13th MARCH.  
8 A.M. 'KINSHAN.' 8 A.M. 'HONAM.'  
10 P.M. 'HONAM.' 5 P.M. 'FATSHAN.'

A Telephone Service has been recently installed on the Company's Steamers. Day Steamers Call No. 774, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.  
S.S. 'SUI TAI' S.S. 'TAISHAN'  
HONGKONG TO MACAO.  
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf. Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

### EXCURSION TO MACAO.

SUNDAY, 15th MARCH.

The Company's New Steamship "HEUNGSH" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.  
This steamer connects with the excursion steamer returning from Macao at 5 P.M.  
F A R E S  
SALOON Single \$2.50, Return \$4.00.  
1st Class Single \$1.25, Return \$1.75. 2nd Class Single 80 cts., Return \$1.30.  
Staterooms:—SALOON Single 60 cts. Return 75 cts. per person.  
1st Class Single 25 cts. Return 40 cts. per person.  
2nd Class Single 15 cts. Return 25 cts. per person.  
One Cabin in each Class reserved free for use of Ladies.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.  
S.S. 'SUI-TAN' S.S. 'HOI-SANG'.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.  
S.S. 'HOI-SANG'.  
Departures from Macao to Canton on Tuesday, Thursday and Saturday at 8 A.M.  
Departures from Canton to Macao on Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LING-SUN CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.  
S.S. 'KAINAM' 898 Tons, and S.S. 'MANNING' 508 Tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTAN' and 'SANGU'. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.  
Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HOTEL MANSIONS (Formerly Pines),  
Opposite Blake Pier.

### DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the Devonian Hotel on SATURDAY 14th MARCH at 6 o'clock P.M.  
Devonians wishing to attend are requested to send their names to the Hon. Secretary, M. S. NORTHCOOTE, 22, Queen's Road Central, Hongkong, by 11 A.M. on 13th March.

## BUSINESS NOTICES.

### THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.  
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.  
GRAVING DOCK 187' x 88' x 34'7".  
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-2 1/2 to 150 H.P. As supplied to the British Admiralty and War Office.  
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.  
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.  
Dockyard Manager, Mr. J. Bam, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address:—TAIKOO DOCK. Telephone No. 213.

## GEORG STEIGER.

GERMAN SAUSAGE FACTORY  
(Deutsche Wurstfabrik.)

Hongkong: 14, Gresson Street, off Praya East.

All kinds of Sausages, boiled and smoked Hams, etc., can be obtained already sliced by 1/2 and 1 lb. etc.  
Beef and Pork sausages made fresh every morning.  
Special arrangements will be made with Hotels, Canteens, Boarding-houses, Ships, Picnic parties, etc.

## THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY  
A LA CARTE GRILL ROOM.  
J. H. TASCART, Manager.

## PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.  
Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms, Roof Garden.  
Terms:—From \$5 per day. Macao. Telephone Add.:—Peak Hotel. P.O. REGISTER, Macao.

## GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

### NOTICE.

THE interest and responsibility of Mr. FRANK BARRINGTON-DRAKE in our Firm ceased on the 3rd April, 1913.  
DEACON, LOCKER, DEACON & HARTSON.  
Hongkong, Feb. 25, 1914.

### S. IEN TING.

Surgeon Dentist.

No. 11, D'ARAGUE STREET.

TERMS VERY MODERATE.

Consultation Free.

### LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate, versed in literature, has been a teacher to European officials and merchants in this Colony for over 20 years.

He has a good method of teaching, known to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to Mr. Li Hon Fan, at the office of the Chinese Mail, 11, Queen's Road East, Hongkong.

Hongkong, May 17, 1912.

## BUSINESS NOTICES.

### GREEN ISLAND CEMENT CO., LD.

## Portland Cement

In Casks of 75 lbs. net.

In Bags of 50 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

## MEE CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS

A  
Speciality.

NOTE ADDRESS.  
ICE HOUSE HONGKONG.

## WEISMANN'S

FOR BREAD

## WEISMANN'S

FOR CAKES

## WEISMANN'S

FOR CHOCOLATES

Hongkong, Nov. 15, 1913.

## BUTTER

JUST ARRIVED NEW SHIPMENT CERTIFIED BY AUSTRALIAN GOVERNMENT 1st GRADE PACKED EXPRESSLY FOR THE

## ALEXANDRA CAFE

PRICE 70 Cts. Per Lb.

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED.)

ENGINEERS AND SHIPBUILDERS, MILLER-MAKERS, BRASS AND IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two shipways and can accommodate any craft of 200 tons long.

Town Office, 4th, CORNHARVEST ROAD CENTRAL, HONGKONG. Telephone No. 459.  
Shipyard, Sheung-Sui-Po, Kowloon, Hongkong. Telephone No. K. 2.  
Estimates furnished on application.

Hongkong, April 1, 1913.

WONG PING WA, Manager.



CALDBECK MACGREGOR & Co.

ESTABLISHED 1864.

## KUPPER BEER

It is without doubt, the best of the Lager Beers exported from Germany to the East, and Chemical Analysis shows that the process employed results in the retention of a large proportion of health-giving carbonates, &c.

Send for a free sample please.

## THE CARLTON HOTEL

Recently Renovated and Refurnished.  
Self-Contained Suites of Apartments with Private Bath-rooms attached. Luxuriously Furnished Lounge, Drawing, Reading and Writing Rooms.

Under Personal Supervision of the Proprietor.







**Hughes and Hough**  
AUCTIONEERS TO THE GOVERNMENT.  
(AND ADMIRALTY.)  
General Auctioneers  
AND  
Share, Coal and  
General Brokers.  
PROPRIETORS  
"JO-KWA-WAN"  
COAL STORAGE.  
Codes used:  
A.D.C. 47th & 5th Editions.  
A1. TELEGRAPHIC CODE.

Telegraphic Address  
MERRION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

**FRIDAY,**

the 13th March, 1914, commencing at

2.30 p.m. at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Lee House Street, —

A QUANTITY OF

TEAKWOOD AND VALUABLE

BLACKWOOD FURNITURE,

Ac., Ac., Ac.,

Comprising as follows:—

TEAKWOOD—Dining and Drawing

Room Furniture, Upholstered Arm-chairs

and Sofas, Carpets and Rugs (new),

Brass mounted Busts, Barons, Ward-

robes, Washstands, &c., Sideboards, Dinner

Wagons, Extension Dining Tables and

Chairs, etc., etc., Dinner and Dessert

Services, Cruetery, Sundary Glass Ware,

Cooking Stoves, Kitchen Utensils, Cutlery,

Ac., Brass Fenders and Fire Bricks,

Also

Three Pianos, Large Blackwood Screens,

Wall Brackets, Inlaid Blackwood Trays,

Blackwood Folding Chairs, Cabinets, Over-

mantels, Side Table, Desks, a variety of

Stand, etc., etc., several pieces of Chinese

Porcelain, 1 Barograph, New Tantalum, &c.

(Full Particulars from Catalogue.)

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, March 10, 1914. 301

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

**TUESDAY,**

the 17th March, 1914, at 2.30 p.m. at

No. 5, Knutsford Terrace, Top Flat,

Kowloon.

THE

VALUABLE HOUSEHOLD

FURNITURE,

therein contained.

Comprising:—

Upholstered Arm chairs and Box Couches

(Practically new), Pictures, several pieces

of good Blackwood Furniture, Teak Bed

Room Suite, (Two Bedsteads) Toilet Sets,

etc., etc., Electric Fan.

(Full Particulars from Catalogue.)

On view day of sale.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, March 11, 1914. 302

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

**THURSDAY,**

the 19th March, 1914, at 2.30 p.m. at

No. 2, Gomes Villas, Kowloon.

THE

VALUABLE HOUSEHOLD

FURNITURE,

therein contained.

Comprising:—

Teak Hall Stand, Chesterfield Sofa and

Arm-chairs, Oak Desk, a few pieces Black-

wood Furniture, etc., Extension Dining

Table, Sideboard, Dining Chairs, Glass

and Crockery Ware, Cutlery, etc., etc.,

Single Bedsteads, Wardrobe, Dressing

Tables, etc., etc., Bath Room and Pantry

Utensils.

Also

Four Electric Fans and one large Floor

Making.

(Full Particulars from Catalogue.)

On view day of sale.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, March 11, 1914. 303

THE Undersigned have received instructions to sell by Public Auction,

on

**FRIDAY,**

the 13th March, 1914, at 11 a.m. at

No. 3, Knutsford Terrace, Top Flat,

Kowloon.

THE

VALUABLE HOUSEHOLD

FURNITURE,

therein contained.

Consisting of:—

Upholstered Arm-chairs and Sofas,

Occasional Tables, large Blackwood Desk,

Pictures, Paintings, Curtains, etc., Fine

Bedroom Suite, Carpets, etc., etc.

(Full Particulars from Catalogue.)

On view day of sale.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, March 10, 1914. 303

**AUCTIONS.**  
PUBLIC AUCTION.  
THE Undersigned have received instructions from Mrs. Outeiro, to sell by Public Auction,  
**FRIDAY,**  
the 27th March, 1914, at 11 a.m. at  
No. 3, Knutsford Terrace, Top Flat,  
Kowloon.  
THE  
VALUABLE HOUSEHOLD  
FURNITURE,  
therein contained.  
Consisting of:—  
Upholstered Arm-chairs and Sofas,  
Occasional Tables, large Blackwood Desk,  
Pictures, Paintings, Curtains, etc., Fine  
Bedroom Suite, Carpets, etc., etc.  
(Full Particulars from Catalogue.)  
On view day of sale.  
Terms:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, March 10, 1914. 303

**HOTELS**  
THE  
**STATION HOTEL**  
NATHAN ROAD,  
KOWLOON.  
ELECTRIC LIGHT AND FAN.  
BATH-ROOM TO EACH ROOM.  
Cold and Hot Water throughout.  
PRIVATE AND PUBLIC BATHS.  
BILLIARD ROOM.  
Private Dining Room.  
EXCELLENT CUISINE.  
For Particulars apply to  
THE MANAGER.  
Tel. No. 1122. Tel. Address: "Tea-wood."  
Hongkong, Feb. 3, 1914. 298

**KING EDWARD HOTEL**  
Central Location.  
ALL ELECTRIC THINGS Pass Entrance.  
Electric Lifts, Fans and Lightings.  
European Baths and Sanitary Fittings.  
Hot and Cold Water System throughout.  
Best of Food and Service.  
Telephone 373. R. H. NORTH,  
TELEGRAPHIC ADDRESS: "VICTORIA."  
Manager

**KINGSCLERE HOTEL**  
HONGKONG

UNRIVALLED position in the Hill  
district overlooking the Botanical  
Gardens and facing the Harbour.  
Numerous quiet Suites with luxuriously  
fitted Bathrooms and Electric  
Fans.  
Telephones in Bedrooms and Sitting rooms  
throughout.  
Telephone No. 1122.  
Cable Address: "Kingsclere."  
A.D.C. Code 615 ED.  
Hongkong, September 1, 1908 1298

**BRANDSIDE**  
PRIVATE HOTEL

STANDING in its own grounds with  
Tennis and Croquet Lawns, Large  
Acre and Well Furnished Rooms, Every  
home comfort, Fine View of the Harbour.  
Telephone No. 890.  
Apply to Mrs. F. W. WATTS,  
Brandside, 20, Macleod Road.  
Hongkong, September 2, 1909.

**WYNDHAM HOTEL**  
29 WYNDHAM (FLOWER)  
STREET.

LOCATION good for Hillside Scenery  
and ONLY TWO MINUTES' WALK  
FROM BUSINESS CENTRE.  
Families, Residents and Tourists  
made thoroughly comfortable.  
Terms Moderate.  
Run on First-Class Lines  
Under the Personal Supervision of the  
Proprietress  
M. S. ROY.

**CHINA MAIL**  
Typhoon Map &  
Guide

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Typhoon Map &  
Guide

**THEATRE ROYAL**  
**SATURDAY, March 21st, 9.15**  
Under the Distinguished Patronage of H. E. the Governor and Lady May.  
**European Y.M.C.A. Annual Concert**  
FIRST PART  
Kindly arranged by  
**LADY MAY**  
Tickets \$3, \$2, \$1. Soldiers & Sailors in uniform half price to \$1.50.  
Hongkong, March 10, 1914.  
SECOND PART  
Introducing the  
**MERRYMAKERS**  
in their  
**MUSIC**  
with  
**IMICRY.**  
Plan at Moutries. 293

## RAND VIEW OF GEN. BOTH.

### "METHODS OF BRIGANDS."

As last the ownership has been taken off and the Rand newspapers are un-muzzled, says the Johannesburg correspondent of the "Daily Mail."

The "Rand Daily Mail" in a long and vigorous article, strongly condemns the action of the Federation of Trades and agrees that the Government was justified in taking drastic measures to maintain order. But in discussing the actual measures adopted the journal declares that the Government went too far.

"It is very difficult either to excuse or to justify the action of the Government when, after the theatrical capture of the Trades Hall, it instituted a censorship on all communications passing between South Africa, a portion of the British Empire, and the Moslem country, just as though Great Britain were the ally of a foreign country with which we were at war."

"It is very difficult, again, either to justify or to excuse the creation of military tribunals for the purpose of trying individuals not subject to military law for offences which are no offences under the Army Act while all civil courts were sitting, of the open contempt of the Supreme Court of which Government officials were certainly guilty. And, finally, it is altogether impossible, even in the smallest degree, to extenuate the adoption by the Government of the methods of bandits—the kidnapping of some of its subjects and their deportation without trial."

The "Rand Daily Mail" urges that the precedent which the Government is now seeking to establish is one which cannot be sanctioned without interfering with those rights of individual freedom on which the whole structure of English law and custom has been founded and by means of which the superstructure of the Empire has been gradually cemented together.

The real question is whether a British subject resident in any part of the British Empire is liable to be kidnapped and deported without trial in defiance of the law because he holds and expresses opinions on political or social questions which are regarded by the Government as dangerous to the day."

The paper also points out that the Indemnity Bill differs from the ordinary kind in that it passes a sentence of banishment upon men who have never been tried.

"Whether the people of England will permit any Prime Minister to sanction so gross a travesty of justice in any part of the Empire and remain in office for twenty-four hours is doubtful."

## WHEN THE MUSIC STOPPED.

Something in the nature of a nine days' scandal was provided by the minister of a Welsh church the other Sunday. The good man was afraid that members of the congregation were given to gossiping during the singing of the hymns. He arranged for a sudden stoppage of the music, and in the sudden hush could be heard the clear tones of Mrs. Jones, almost shouting "Yes, I gave her a week's money and told her to be off" (Western Mail).

(That reminds one of the concert where the orchestra at an unexpected place had a dead hush in a high fortissimo shrieked out to her friend "I like them tried!")

Elmer Dillon, known throughout New York as the "boy with an angel face," was sentenced recently to three years in a reformatory for vagabondage. He is 16, but looks younger, has fair hair, pink cheeks, and most wonderful violet eyes. He has been before the magistrates thirteen times in three years, but always protected his innocence, which was corroborated by his looks. I once heard a magistrate say he had never seen such an expression of incorruptible purity and youth. Nevertheless, the police say that the angel-faced boy is a "gangster" of a dangerous type. There has been nothing too bad for him in the way of gangsters' crime, and the tendency of the Bench has been regularly abused.

A LIFE-SAYER.  
It is said that Chamberlain's Colic, Cholera and Diarrhoea Remedy has saved the lives of many people and relieved those suffering from any of these troubles. It is the only remedy for the ailments mentioned, and is the only one that can be relied upon in all cases.

## THOSE POLICE DOGS.

After a respectable interval some of the police dogs are again in the public eye—positively their last appearance, it would seem, in a professional way! We observe, says the "Punch Gazette," that Mr. W. Wilton Douglas, Commissioner of Police, F.M.S., has caused the following advertisement to be inserted in the "Ipho" papers—

FOR SALE.  
Two Alredale Police dogs, one at Seremban and one at Ipoh. Both young, perfect companions and watch dogs. Reason for sale is because they won't attack themselves to Natives.

PRICE \$30 EACH.

Application to be made to the Commissioner of Police at Kuala Lumpur, to the Chief Police Officer, Ipoh, or to the Chief Police Officer, Negri Sembilan, at Seremban.

What interested us most in the announcement was the "reason for sale" which was given. It was a case of a dog attacking a dog. We are puzzled to understand why the dogs won't attack themselves to natives. Obviously they are useless as police dogs if having pursued and caught a suspected native criminal, they cannot attach themselves to him with sufficient tenacity to attach themselves to the neck of a native law breaker. The selling of the police dogs is therefore an indirect endorsement to the well-to-do community of the F.M.S. if the meaning which we attach to the advertisement is the correct one. Possibly we have misunderstood it. Admittedly the reason for sale is a somewhat ambiguous phrase.

## CAVE MAN'S BRIDE.

### Idyl that lasted only a few Months.

Mr. John Otto, a hermit who dwells in a cave in a canyon in Colorado, has obtained a divorce from his wife, who was brought up in a palatial home in Boston.

An artist and sculptor, Mrs. Otto rose into the mountains of the west four years ago in search of adventure. She found a husband in Mr. Otto, who was intended for the ministry, but preferred to live in close touch with nature. The couple were married on the summit of Monument Hill, an eminence four miles from Grand Junction, Colorado.

The ceremony, recalls the "Mail's" New York correspondent, took place before an altar hewn out of the rock by the bride, a woman of splendid physique, six feet in height. After the ceremony a salute of 100 revolvers was fired. The bridegroom gave the bride not a wedding ring, but a donkey.

The couple set up housekeeping in a cave 10,000 feet above sea level. But the city-bred wife soon wearied of her life as a cave-man's wife. In a few months she returned to her parents' comfortable home. Mr. Otto has charged her with deserting him.

A 12.1 rating four cylinder D.F.P. car, driven by Mr. W. O. Bentley, made a clean sweep of the short distance (flying start) records in Class B (for cars with a maximum capacity of 2,480 c.c.) at Brooklands, recently by establishing figures for the recently, sanctioned five, five, and ten miles distances, and incidentally beating the existing records for the half mile, kilometre and mile. The details are as follows:

Half Mile... 20.07 sec. or 80.70 m.p.h.  
Kilometre... 25.08 sec. or 89.26 m.p.h.  
One Mile... 41.05 sec. or 87.70 m.p.h.  
Two Miles... 83.41 sec. or 86.32 m.p.h.  
Five Miles... 213.13 sec. or 84.48 m.p.h.  
Ten Miles... 427.09 sec. or 84.29 m.p.h.

DEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE

WEEK DAYS.

1.00 a.m. to 8.00 a.m. Every 15 minutes

8.00 a.m. to 10.00 a.m. Every 10 minutes

10.00 a.m. to 11.00 a.m. Every 15 minutes

11.00 a.m. to 12.45 p.m. Every 15 minutes

12.45 p.m. to 1.15 p.m. Every 15 minutes

1.15 p.m. to 1.45 p.m. Every 15 minutes

1.45 p.m. to 2.15 p.m. Every 15 minutes

2.15 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 8.10 p.m. Every 10 minutes

8.10 p.m. to 9.30 p.m. Every 10 minutes

9.30 p.m. to 11.00 p.m. Every 10 minutes

11.00 p.m. to 11.45 p.m. Every 10 minutes

11.45 p.m. to 12.00 a.m. Every 10 minutes

12.00 a.m. to 12.45 a.m. Every 10 minutes

12.45 a.m. to 1.00 a.m. Every 10 minutes

1.00 a.m. to 2.00 p.m. Every 15 minutes

2.00 p.m. to 3.00 p.m. Every 15 minutes

3.00 p.m. to 4.00 p.m. Every 15 minutes

4.00 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 6.00 p.m. Every 15 minutes

6.00 p.m. to 7.00 p.m. Every 15 minutes

7.00 p.m. to 8.10 p.m. Every 10 minutes

8.10 p.m. to 9.30 p.m. Every 10 minutes

9.30 p.m. to 11.00 p.m. Every 10 minutes

11.00 p.m. to 11.45 p.m. Every 10 minutes

11.45 p.m. to 12.00 a.m. Every 10 minutes

12.00 a.m. to 12.45 a.m. Every 10 minutes

12.45 a.m. to 1.00 a.m. Every 10 minutes

1.00 a.m. to 2.00 p.m. Every 15 minutes

2.00 p.m. to 3.00 p.m. Every 15 minutes

3.00 p.m. to 4.00 p.m. Every 15 minutes

4.00 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 6.00 p.m. Every 15 minutes

6.00 p.m. to 7.00 p.m. Every 15 minutes

7.00 p.m. to 8.10 p.m. Every 10 minutes

8.10 p.m. to 9.30 p.m. Every 10 minutes

9.30 p.m. to 11.00 p.m. Every 10 minutes

11.00 p.m. to 11.45 p.m. Every 10 minutes

11.45 p.m. to 12.00 a.m. Every 10 minutes

12.00 a.m. to 12.45 a.m. Every 10 minutes

12.45 a.m. to 1.00 a.m. Every 10 minutes

1.00 a.m. to 2.00 p.m. Every 15 minutes

2.00 p.m. to 3.00 p.m. Every 15 minutes









# If Disease Germs were Visible!

What panic-fear would arise if we could see, with the naked eye, what only the microscope shows us—namely, the germs which cause such dread infectious diseases as Cholera, Typhoid Fever, Diphtheria, Influenza, Consumption, and Scarlet Fever.

We should see millions of these disease germs floating in the air—hurling in public places, in public vehicles, in all crowded, stuffy places—drifting into the mouth and throat, and passing from one person to another.

We constantly inhale these germs without taking harm, because the healthy body has natural powers of destroying them. But if we are "run down" these powers may fail us. Then the germs grow and multiply rapidly in the mouth and throat, and lay us low with some infectious disease.

Against these invisible foes, Science has given us a sure defence in Formamint Tablets, which cleanse the mouth cavity from germ growths as easily and pleasantly as dirt is removed from the skin.

## Avoid Infectious Diseases by Sucking

# Wulfin's Formamint,

The Germ-killing Throat Tablet.

The habit of sucking a few of these palatable tablets every day keeps your mouth and throat in a thoroughly healthy state, protects you against the constant risk of infection, and cures such common germ ailments as Sore Throat, Foul Breath, and Mouth Troubles. Send the coupon to-day for a Free Booklet which tells you all about Formamint. It fully explains the germ theory of disease, and contains abundant medical and lay evidence of the value of Formamint.

The Physician-in-Chief of Turkish Hospitals under British auspices during the war, 1912-13, writes: "I would like you to know that during the war in Turkey I had a few of your bottles of Formamint always in my pocket, and when engaged with Cholera cases, invariably kept sucking the tablets. Where we had to deal with numbers of Gangrene cases, and the nurses and other assistants suffered with septic throats, I invariably made them suck Formamint, and with great benefit. We all swore by them, and I am personally grateful to you."

When sucking Formamint, you are sucking Wulfin's Formamint, as that is the only genuine kind. There are many imitations of Formamint, but none which have the same composition and properties. Wulfin's Formamint is a new chemical compound, and as such is manufactured by a fully-protected process. Formamint is sold by all Chemists in bottles of 50 tablets.

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## THE UNIVERSITY BOAT RACE.

### THE CAMBRIDGE CREW.

(By An Old Blue in the "Daily Telegraph.")

Contrary to the expectations of most of those interested in the University boat race, it would seem that the Light Blues have made up their minds first as to the order and material of their crew. For on the day on which they took the order in which they are now rowing, and in which they will probably remain, the Oxford crew was remodelled and recast in drastic fashion. And although it is possible that the changes in the Dark Blue crew may prove to be final, it cannot be claimed that they are more than experimental for the present. This, with less than seven weeks left before the date of the race can hardly improve their chances of turning into a really good crew. On the other hand, the Cambridge authorities, although they had in all probability determined some time ago on the ultimate order of their boat, proceeded more slowly and cautiously towards their end, taking time to ground all their new men thoroughly before including these more experienced oarsmen in the crew. Yet, on the other hand, although the task of the Oxford president appeared an easy one, it was inherently the more difficult, on account of the lack of promising new men and the consequent lack of keen competition for a place.

In the Cambridge crew J. A. Risson, the heavy-weight who had been down with illness, returned to the boat in the middle of the week, Duxton went seven, Livingstone retiring to the former's seat at three, whilst Iron Day came in at bow, Gould and Swann, the brother of the president, leaving the crew, which then assumed the following order:

- 1. D. Day (Lady Margaret) ... 11. 4
- 2. S. E. Swann (Trinity Hall) ... 12. 0
- 3. P. C. Livingston (Jesus) ... 13. 6
- 4. J. A. Risson (First Trinity) ... 13. 4
- 5. K. G. Gurnett (First Trinity) ... 13. 9
- 6. C. S. Clark (Fembrook) ... 13. 0
- 7. C. E. V. Duxton (Third Trinity) ... 11. 13
- 8. F. Towse (Third Trinity) ... 11. 8
- 9. L. E. Ridley (Jesus) coxswain 9. 0

Total weight, excluding coxswain 100. 04  
Average ... 12. 706  
\* Old Blue.

As will be seen, it is a remarkably heavy crew, and although the four heaviest men do not need to increase their weight, for too great bulk is not always an advantage, it will probably be a pound or two heavier by the time it reaches Putney and is ready to row. In that case it will be, if not the heaviest, yet one of the heaviest that have ever rowed. And at the same time it shows every promise of becoming one of the most even and uniform that have been seen at Putney for many years. Whether it will possess pace it is, for the moment, impossible to say. They have as yet done no serious work, spending their time in paddling at a slow rate, 20 or 21, with occasional bursts of rowing.

### CAMBRIDGE TO ELY.

On Saturday last I saw them paddle their boat from Cambridge to Ely, a distance variously estimated, but more than seventeen miles, for with the preliminary of selection over, they are migrating to deeper water. There was half a gale blowing from the south-west, when they launched their boat from the Goldie boat-house for the last time. A few minutes before two o'clock, and a large crowd had assembled to see them off. Paddling straight away they reached Baitbite in one piece. Here they had to disembark to get their boat through the lock. No time was lost, however, and another piece—part of which it was impossible to witness on account of the necessity of making a long detour—brought them to Botolph Claydon, where they were held up for a short time. Then away once more they would have paddled the whole of the rest of the way in one more piece, but that they were held up by the barge-boys at the "Five miles from anywhere and no hurry" Inn.

For the whole distance the wind was practically dead behind them; although there was no stream to speak of, the boat travelled so fast that it was difficult to keep up with them on horseback on account of the number of obstacles that were met with. At first the boat ran away from them considerably, and when they did some strokes of rowing in Long Beach they took at least six strokes to pick her up, and make her travel in the required manner. But the further they went the steeper they became, and the easier they paddled. They reached Ely at 10. 15, a time which has never been equalled save in 1912 when the river was in flood, and no wait was necessary at Botolph Claydon, for the water was open and the river level.

Both as a crew and individually they are exceedingly difficult to criticise, for they are a very even lot of men, and have no glaring faults to set upon. Nor beyond the fact that they are exceedingly grounded, have they any remarkable virtues. For there is no reason why these, with careful coaching, should not make their appearance. They are fairly well known, but might be taken for a new crew, for they are the best of the best, and might be considerably better.

and much finer. Their blades are carried well out to the finish, and in no case did I see an oar throwing up water as it came out and out to the finish. Add to these that they set their boat well, and it will at once be understood that they looked a very comfortable crew. Whether this is good at this stage or not is difficult to say. At Oxford it would not be, but at Cambridge, where the conditions of water are so different, for its sluggishness tends towards elimination of difficulties and consequent ease of movement, it may be. At any rate, it is certain that a crew which does not obtain ease and uniformity on the Cam is not likely to find it without great difficulty on the more lively waters of the tide way, although the converse is not necessarily true.

### SOME INDIVIDUAL CRITICISMS.

Towse seemed much more comfortable at stroke than he did at this stage last year, though he is also more pensive. He has, however, largely got rid of his early fault of being a little late with his blade on himself, and is leading his crew effectively. Duxton who has only lately taken up his old position, has hardly got used to it at present, and looks more uncomfortable than anyone else in the boat. He is inclined to screw a little on his slide, and allows his inside shoulder to get in his way, which makes his movements at the finish somewhat awkward. Clark, although he has changed sides, is rowing well, but he appeared to be rather stiff in his ankles, so that he seemed to get himself in a slightly strained position over the stroke, and did not seem capable of using as much of his slide as he ought to.

Five, the biggest of the heavy-weights, is the least polished of the new men, but was fairly easy in his movements, though he did not make quite as much of his big reach as he might have done. Four, who has put on a lot of weight since he rowed in the winning Ladies' Plate crew at Henley last year, promises considerable dash, and should develop well later on. Livingston, the Jesus oar, is perhaps the most promising of the heavy-weights in the boat. He has good length, sits up well to his work, and combines his leg and body work admirably. The president is rowing a little sluggishly, and is confusing even with slowness, especially in the matter of getting his hands away.

Day, as bow, is excellent. Although hardly the build one usually expects in a bow, for he is sturdy rather than lithe-some, he is yet as quick as the rest in the boat. Mr. D. A. Wasehope will take over the coaching from Mr. Bruce, the latter again taking the crew when they leave for Marlow, where they are expected as the guests of Mr. J. A. Boyton, M.P., on March 3. They will probably appear on the tide-way on Thursday, March 12.

Oxford, on the other hand, go to Henley on Feb. 27, and will appear at Putney on March 6, as at present arranged. The latest order of the "Dark Blues" is as follows:

- 1. W. W. Fletcher (Balliol), bow 11. 6
- 2. E. D. Hershall (Magdalen) ... 12. 4
- 3. G. B. Taylor (Trinity) ... 13. 4
- 4. O. Horsley (Christ Church) ... 12. 12
- 5. J. B. Kindersley (Exeter) ... 12. 5
- 6. A. F. R. Wiggins (New College) ... 12. 11
- 7. G. W. Titherington (Queen's) ... 12. 8
- 8. F. A. H. Pittman (New College), stroke ... 12. 0
- 9. M. A. Charlton (Christ Church), coxswain ... 8. 7
- \* Old Blue.

## BRITISH TRADE WITH CHINA.

### Effort to Increase Commerce in the Far East.

Keen interest has been aroused in business circles, says the "Daily News" (London) by the decision of the Commercial Intelligence Department of the Board of Trade to send a special commissioner to China to investigate the possibilities of extending British trade in the Far East. At present the United Kingdom exports to China manufactured articles to the value of about twice the combined value of those sent by Germany and the United States, but the trade is mainly composed of such staple articles as cotton, and in such lines as metals and metal wares the British trade is little more than equal to that of Germany, and distinctly less than the combined trade of our two greatest rivals.

It is in these "side lines" that the British firms have the greatest chance of increasing their trade, and on these the commissioner will be able to provide useful information. A similar commission is to be sent to Siberia, but in this case, subject to the consent of the Foreign Office, the inquiries will be made by our commercial attaché in St. Petersburg.

**LOSING WEIGHT BY THE POUND**

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

**WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND**

Supplies the blood with the richest nourishment and healthy food building materials. Very palatable.

OF ALL CHEMISTS

## His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	I.H.P.	Commander.	Last report at.
Albatross	despatch vessel	1880	2	8000	Comdr. Archibald Cochrane.	Hongkong
Albatross	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	2	800	Lt.-Comdr. B. S. Pritchard.	Shanghai
Bellona	river gunboat	710	2	800	Lieut. Comdr. W. E. Dargall.	Shanghai
Cadmus	sloop	1070	6	1400	Capt. H. P. E. T. Williams.	Shanghai
Chelmer	torpedo boat destroyer	360	4	7300	Lieut. H. T. England.	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Clive	sloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.C.	Shanghai
Colne	torpedo boat destroyer	360	4	7300	Lieut. C. M. Blackman.	Hongkong
Fame	torpedo boat destroyer	360	4	7300	Lieut. C. A. Paigand Johns.	Hongkong
Hampshire	cruiser, 1st class	10,850	10	20,500	Capt. H. W. Grant.	Hongkong
Jeol	torpedo boat destroyer	360	4	7300	Lieut. G. F. A. Mulock.	Hongkong
Kanpet	torpedo boat destroyer	360	4	7300	Lieut. E. K. Boddam-Whetham.	Hongkong
Kinaba	river gunboat	614	4	1900	Lt.-Comdr. H. D. Marryat.	Yangtze River
Marlin	river gunboat	1040	—	—	Lt.-Comdr. Gibson.	Hongkong
Minotaur	cruiser, 1st class	14,800	—	27,000	Capt. E. B. Kiddle.	Hongkong
Moorhen	river gunboat	180	2	800	Lt.-Com. Alan Dixon.	West River
Newcastle	cruiser, 2nd class	4800	13	22,000	Capt. Frederick A. Poylton.	Shanghai
Nightingale	river gunboat	85	1	240	Lieut. Comdr. Malcolm Murray.	Yangtze River
Ribble	torpedo boat destroyer	360	—	7800	Lieut. R. W. Wilkinson.	Hongkong
Rosario	depot ship, submarines	980	—	1400	Lieut. F. A. N. Cronie.	Hongkong
Robin	river gunboat	85	2	340	Lt.-Comdr. Nash.	West River
Sandpiper	river gunboat	85	2	340	Lt.-Com. I. A. S. Hutton.	Yangtze River
Snipe	river gunboat	85	2	340	Lt.-Comdr. M. T. R. Maxwell Scott.	Yangtze River
Tamar	receiving ship	1620	—	—	Commodore R. H. Asstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. S. P. B. Russell.	Upper Yangtze River
Thistle	river gunboat	710	2	960	Lt.-Com. H. R. N. Cottrell-Dormer.	Hongkong
Triumph	torpedo boat destroyer	590	—	7800	Capt. P. Stratfield, M.V.O.	Hongkong
Uk	torpedo boat destroyer	590	—	7800	Lt.-Comdr. Maxwell.	Hongkong
Walland	torpedo boat destroyer	590	—	7800	Comdr. Seymour.	Hongkong
Widgeon	river gunboat	195	2	800	Lt.-Com. J. C. F. Borrett.	Upper Yangtze River
Woodcock	river gunboat	180	2	800	Lt.-Com. M. Blackwood.	Yangtze River
Woodlark	river gunboat	180	2	800	Lt.-Comdr. Lloyd.	Yangtze River
Yarmouth	light cruiser	8250	—	22,000	Capt. H. L. Cochrane.	Cruising
C.36	submarine	—	—	—	Lt. Comdr. F. J. McGillevie.	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. J. Gaimon.	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. R. K. C. Pope.	Hongkong
.035	torpedo boat	—	—	—	Lt.-Comdr. Handley.	West River
.036	torpedo boat	—	—	—	Lt. Comdr. Barton.	Hongkong
.037	torpedo boat	—	—	—	Lt. Comdr. Wyndham-Quinn.	Hongkong
.038	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour.	West River

\* Flagship of Vice-Admiral T. H. W. Jerram, K.C.B., Commander-in-Chief.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Gun.	I.H.P.	Captains.	Last report at.
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	—	Capt. Makovits.	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Daveluy.	Hongkong
Eleber	French armoured cruiser	8730	12	19,800	Capt. Gout.	Saigon
Montcalm	French flagship	9800	—	—	Capt. de Vaisseau.	Shanghai
Decidée	French river gunboat	445	10	1900	Lieut. Vandier.	Saigon
Argus	French river gunboat	180	6	570	Lieut. Dorlet.	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jervillier.	Canton
Pelto	French gunboat	130	—	—	Lieut. Collin.	Tongku
Dordard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Duteaux.	Tchong-Kia

\* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.

Name.	Flag and description.	Tons.	Gun.	I.H.P.	Captains.	Last report at.
Lynx	French sub-marine	—	—	—	Lieut. Boluix.	Saigon
Protee	French sub-marine	—	—	—	Lieut. Guillemin-Louis.	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Guillemin-Louis.	Saigon
Fronda	French destroyer	350	7	303	Lieut. Aurille.	Saigon
l'erville	French destroyer	—	—	—	Capt. de Frigate Ronissen.	Saigon
Pistolet	French destroyer	130	7	300	Comdr. de Marquessar.	Saigon
Mousquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying-ship	1625	10	8000	Comdr. Voisin.	Saigon

\* Flagship of Capt. (Commodore) Bouchard, Commanding the local defence force in China.

Name.	Flag and description.	Tons.	Gun.	I.H.P.	Captains.	Last report at.
London	German cruiser	3800	2	3,500	Capt. v. Rostoff.	Hongkong
Gneisenau	German armoured cruiser	11,800	—	—	Captain Brunsinghaus.	Tsingtau
Illia	German gunboat	900	12	1300	Comdr. v. Gohren.	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow.	Tsingtau
Leipzig	German cruiser	8250	24	11,000	Capt. Behnke.	Tsingtau
Lucha	German gunboat	900	10	1350	Comdr. Bandemann.	Tsingtau
Nürnberg	German cruiser	3400	22	13,300	Capt. Mörsberger.	Tsingtau
Otter	German river gunboat	—	—	—	Capt. Lieut. Firls.	Yangtze River
Scharnhorst	German flagship	11,900	26	26,300	Capt. von Schultz.	Tsingtau
S. 90	German torpedo-boat	430	8	6500	Capt. Lieut. Sarrenberg.	Tsingtau
Taku	German torpedo-boat	280	4	6000	Obit. a. S. Claessen.	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Becker.	Tsingtau
Tsingtau	German river gunboat	223	4	1300	Capt. von Möller.	Canton
Vaterland	German river gunboat	223	4	600	Obit. a. S. Prinz.	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi.	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias.	Macao
Patria	Portuguese gunboat	700	—	—	Capt. Martins.	Macao
	Portuguese gunboat	—	—	—	Captain José de Carvalho Crato.	Macao

## UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

Name.	Flag and description.	Tons.	Gun.	I.H.P.	Captains.	Last report at.
A. 2	U. S. submarine	—	—	—	Ensign J. McC. Murray.	Cavite
A. 4	"	—	—	—	Lieut. E. D. McWhorter.	Cavite
A. 6	"	—	—	—	Ensign J. C. Van de Carr.	Cavite
A. 7	"	—	—	—	Ensign C. M. Yates.	Cavite
Albatross	U. S. protected cruiser	3430	10	7500	Com. M. L. Bristol.	Orizaba
Bainbridge	U. S. torpedo-boat-destroyer	420	7	8000	Ensign H. A. Jones.	Orizaba
Barry	U. S. torpedo-boat-destroyer	420	7	8000	Lieut. R. Hill.	Orizaba
Jallao	U. S. gunboat	243	8	2500	Ensign W. L. Heiberg.	Canton
Chaunoy	U. S. torpedo-boat-destroyer	420	7	8000	Lieut. F. J. Fletcher.	Cavite
Cincinnati	U. S. protected cruiser	3183	11	10,000	Comdr. S. S. Robinson.	Orizaba
Dale	U. S. torpedo-boat-destroyer	420	7	8000	Lieut. O. A. Woodruff.	Orizaba
Donator	U. S. torpedo-boat-destroyer	420	7	8000	Lieut. R. H. Green.	Cavite
El Cano	U. S. gunboat	620	4	800	Lt. Comdr. E. Gannon.	Shanghai
Helena	U. S. gunboat	1329	8	1888	Comdr. G. B. Marshall.	Shanghai
Mohsen	U. S. station ship	1900	6	1100	Lieut. R. V. Lowe.	Canton
Monadnock	U. S. gunboat	3990	6	3000	Lt. E. P. Stray.	Orizaba
Monterey	U. S. monitor	4084	4	5577	Commodore J. Y. Chase.	Orizaba
Panama	U. S. gunboat	348	8	—	Lieut. B. B. Taylor.	Cavite
Pineau	U. S. gunboat	864	2	1800	Lieut. W. Wallace.	Canton
Pompey	U. S. Repair ship	3068	—	—	Lieut. W. O. Wallace.	Cavite
Quincy	U. S. gunboat	350	8	208	Lieut. J. J. Hannigan.	Shanghai
Rainbow	U. S. cruiser	4340	14	1800	Lt. Comdr. D. W. Worthington.	Saigon
Ramoth	U. S. gunboat	345	8	850	Lt. G. O. Dickman.	Shanghai
Saratoga	U. S. gunboat	3115	14	17,405	Comdr. M. A. Wiley.	Shanghai
Shawmut	U. S. gunboat	370	5	808	Lieut. R. Dreyer.	Shanghai
Wichita	U. S. gunboat	1375	6	1884	Comdr. J. P. Hubbard.	Shanghai
Yamacraw	U. S. gunboat	403	—	—	Chief Boatswain F. F. Hilditch.	Shanghai

(U. S. Stationing Department, Asia Station) R. F. Johnston, Commander-in-Chief, United States Asiatic Station.

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DEPARTMENT

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21, QUEEN'S ROAD, HONGKONG.

Established July 22, 1913

Christians to enter the Government service and, in this way, as native Christians are as intelligent as any other section of the Chinese people, the nation will be the loser, and this section of her people will thus be placed under a limitation. Such, in brief, has been the situation during recent months. The President has now delivered his judgment—a statesmanlike utterance, with which few ought to find fault. Speaking generally, it follows along the lines of those opposed to the establishment of Confucianism or any other 'ism as the state religion. He points out that 'liberty of conscience is the rule to-day amongst all the enlightened peoples of the west. He refers also to the fact that China is made up of different races and, therefore, this must be taken into account in discussing the present problem. These two facts alone are sufficient to give pause to those who are urging that Confucianism or any other 'ism be established. But when he has said this, there yet remains something further for him to add. There is a large section of the people who are desirous that Confucius be worshipped as in the past, and there can be no reason why those who desire this should be prevented from doing so. It is true that there are no very strict rules laid down in the canons of worship as to how Confucius should be worshipped, but there are the traditions of the past and the regulations in vogue during the times of the Manchus. Whilst these are so well-known, there is no difficulty in following in the old way. While this is allowed and, indeed, supported, it must not be inferred that Confucianism is established as the religion of China, for such is not the case. His worship is to be continued because a large number of people desire it, because they think that Confucius is worthy of the honour, and because they think that the country itself will be benefited by conformity to the past in this regard. So, while the worship of Confucius is to be continued, and the old usages resuscitated where they have fallen in abeyance, there will be perfect liberty of conscience for all to follow or not as they please. Thus the field is left clear for any religious creed to exert its influence without let or hindrance. It should now be the aim of progressive Chinese to leave these dissensions behind and see to it that every effort is made to bring about a stable and effective Government for the good of the people.

Such in brief is the deliverance of the President on this complicated and important subject, and only bigotry will be disposed to say that he has not shown a clear understanding of the problem and its issues. If a large number of the people are convinced that they ought to continue to offer worship to Confucius, they should not be prevented from doing so. On the other hand, it certainly is not wise to-day to force this on every section of the people. This was not done in the past except that those who shared Government honours and responsibilities have been expected to worship 'the Sage. It now remains to be seen what will be the practical effect of this edict, and whether its provisions will be generally abided by or not. It is a generous acknowledgment of the present trend of thought in all lands, and the President is wise in taking the stand he has, not easy, we suspect, and he will be wiser still if he insists that this law shall be impartially administered.

On and after April 1st the Western Branch Post Office (situated in the old Harbour Office in rear of the Western Market North Block) will be open daily from 7 a.m. to 8.30 p.m. on week days and from 8 a.m. to 9 a.m. and 6 p.m. to 9.30 p.m. on Sundays and Holidays for the transaction of postal business; e.g. sale of stamps, registration etc. Direct mails to Canton are made up at this office.

According to the "Asiatic Daily News," the Peking Government proposed to borrow foreign money for the opening of coal mines in Shanxi, and an American financier expresses his willingness to consider the proposition and promises to advance \$4,000,000 which shall be secured by the yearly produce of the mines in the province. Another proposition the financier makes is that a Sino-American development corporation should be formed for the working of the coal mines.

The "Asahi" learns from a source described as authoritative that the Japanese Government has privately decided to appoint the Nippon Yusen Kaisha to open the Panama service between Yokohama and New York via the Panama Canal. The amount of the subsidy to be granted will be \$1,100,000 for six steamers of 10,000 tons, and the Nippon Yusen Kaisha Y.1,800,000 for six steamers of 10,000 tons. The estimate of the 'Toyo Kai' is that the Japanese Government will be asked to subsidize the service to the extent of \$1,100,000 for six steamers of 10,000 tons, and the Nippon Yusen Kaisha will be asked to subsidize the service to the extent of \$1,800,000 for six steamers of 10,000 tons. The estimate of the 'Toyo Kai' is that the Japanese Government will be asked to subsidize the service to the extent of \$1,100,000 for six steamers of 10,000 tons, and the Nippon Yusen Kaisha will be asked to subsidize the service to the extent of \$1,800,000 for six steamers of 10,000 tons.

The oil steamer Baron Jodier, from New York for China, which left the Canal on February 10, had to put into Fayal, having lost the first officer, all lifeboats badly damaged, and with water in her hold.

Antwerp for the P. & O. East on February 22, the M.D.L. steamer Princess Alice, fouled the pier damaging one of her propellers. The vessel went into dock at Southampton and was enabled to sail on February 24.

A whale is at present under examination at Shingonzi by the American Navy Boat which will be able to account for the loss of the whale. It is estimated that the whale is worth \$10,000 and that the Americans will be compensated for the loss of the whale.

## NEWS OF THE DAY.

## LOCAL AND GENERAL.

"Suffragette" letter will appear in tomorrow's issue.

The "Peking Daily News" has already been subscribed to the Queen's College Pavilion Fund.

For conveying unstamped letters on board the Sui On from Hongkong to Kung Moon a Chinese was this morning fined \$50.

The "Peking Daily News" states that several biplanes belonging to the Flying Corps were to fly from Peking to Pootung on March 12.

The band of the 8th Rajput will play at the Royal George Hotel this evening during and after dinner, at which a special menu will be served.

A hand bag containing a lady's gold watch, valued at \$70, the property of Mrs. Cur's of Stonecutters' Island, has been stolen from the Station Hotel, Kowloon.

While playing with a small boy, a Chinaman aged 20 years had his throat severely cut with a knife. He has been admitted to the Government Civil Hospital.

Owing to the depreciation of Canton tea the C. C. R. has decided to surcharge the extent of 20 per cent. fares to be led from Canton to Hongkong in Chinese paper currency.

Last night a Chinese cook living at No. 140 Queen's Road Central was robbed of clothing valued at \$11.40 and \$1.60 in money. The thief entered the house by breaking open the back door.

President Yuan Shih-kai, according to the Peking correspondent of the "Ostasiaticher Lloyd," has established a special land department at his yamen and appointed Chou Hsueh-hai to take charge of it.

Commodore F. Smyth and the members of the Royal Hongkong Yacht Club will be "At Home" at the clubhouse at 2 p.m. on Saturday next on the occasion of the annual regatta. There will be tea and music.

The funeral of the late Sir George Philip, who became British Consul at Geneva after retiring from the Chief Justiceship of Hongkong, took place at the British Church at Geneva. Bishop Bury and Dr. Grainger, British Chaplain, officiated.

A Chinese ward boy at the Government Civil Hospital when returning to his hospital yesterday for duty found a Chinese boy, aged about 15 years, lying sick in his hospital room. He took him with him to the Hospital for treatment but the boy died shortly after admission. The cause of death is at present unknown.

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## DEATH OF MR. G. FRIELAND.

## A POPULAR HONGKONG MERCHANT.

It is with deep regret that we announce the death of Mr. G. Frieland, of Messrs. Melchers and Company, merchants, which took place this morning at the Peak Hospital.

For some years Mr. Frieland had been suffering from kidney trouble, and this reached an acute stage a few weeks since, his condition causing his doctors some anxiety. On their advice Mr. Frieland went into the Peak Hospital a fortnight ago and it was there that he passed away this morning, during an examination which was to have preceded an operation.

Mr. Frieland, besides being one of the best known merchants of Hongkong, was extremely popular in the Colony, his untiring geniality and liberal spirit having made for him a large circle of personal and business friends. Coming to the Colony in 1895 Mr. Frieland joined Messrs. Melchers and Company as a shipping clerk, and his business ability speedily earned him promotion. Some five years ago he became a partner in the firm, and since that time he had managed the affairs of the Hongkong branch with conspicuous success. His position as its head carried with it a seat on the Board of Directors of the Hongkong and Shanghai Banking Corporation, and he was prominent in several other local undertakings. Among the local companies on whose Boards he had a seat were the Hongkong and Whampoa Dock Co., the Land Investment Co., Hongkong and Kowloon Wharf and Godown Co., and the Hongkong, Canton and Macao Steamboat Co.

Mr. Frieland was born in Bremen, Germany, on September 2nd, 1873, and was thus 41 years of age. He was unmarried. Some four years ago it is interesting to note that Professor Frieland, one of the German Universities, came out to Hongkong and spent six months with his son, whom he pre-deceased by about two years.

Outside of his commercial pursuits Mr. Frieland was perhaps best known for his connection with racing in the Colony. For several years he ran ponies and at this last races was represented by three which he ran jointly with Mr. Meyer, of Messrs. Kruse and Co. A member and steward of the Jockey Club, he rendered valuable assistance during the Week at the scales.

The funeral takes place at the Happy Valley to-morrow morning, at an hour which has yet to be definitely fixed.

UNLAWFUL POSSESSION OF OPIUM.

Wealthy Prisoner's Request.

In the remanded opium case against Sham Yik Chi, shopkeeper, 451, Shanghai Street, Yau-mat, this morning the magistrate sentenced him to 12 months imprisonment for being in unlawful possession of five taels of opium and five and a half taels of opium. Defendant offered to pay \$1000 to a charitable institution rather than have a conviction recorded against him. The request was not granted. The Magistrate made two months imprisonment an alternative.

HELPING THE BLIND.

New School Opened by Lady May.

Lady May, yesterday at Pofulum, opened the Ebenger School for the Blind, which is an extension of the Blindenheim in Kowloon. The ceremony was witnessed by many, those present including—Archdeacon Barnett, Pastor Muller, Rev. C. Maus, Rev. O. Schulze, Bishop and Mrs. Lander, Rev. H. L. Wells, Rev. C. H. Hickling, Mr. H. W. Bird and Mr. L. G. Bird.

Pastor Muller gave a short history of the work and mentioned that the house was built following the block-system. There were about twenty-five children in each block and they would live as a family, having to do their own washing and cooking and generally look after themselves. In the future they would add new blocks, including a school block, which could not be done at present on account of lack of funds. In all there were 121 girls in the home and eight in two branches in the interior, in charge of seven lady missionaries, one of whom is also in the interior.

Lady May, in declaring the building open, said—I am sure you are all aware what a splendid work this mission does. Many of our fellow creatures are so deserving of pity as those who are afflicted by blindness. Within these walls it is our earnest hope that the hard lot of a few, at any rate, of those who cannot enjoy the light of the sun, will be alleviated. We wish success to all those who shall devote themselves to the noble work of brightening.

By making useful—the lives of the blind children committed to their care. I have great pleasure now in declaring the home open.

The building, which is on the right hand side of the Pofulum Road, has been erected at a cost of about \$40,000, but of this sum between \$10,000 and \$15,000 has still to be obtained.

RUB IT IN.

A GOOD many people think that a skin can be cured without using any medicine. "Chamberlain's Skin Rub" is a sure cure for all skin diseases. It is a sure cure for all skin diseases. It is a sure cure for all skin diseases.

## A MONEY LOAN ASSOCIATION.

## UNDRAWN MEMBERS' CLAIM.

Mr. Ming Po and others sued Wong Chun Cho in the Summary Court this morning before the Peking Judge, the action arising out of the transactions of a Chinese money loan association. The plaintiff as undrawn members, claimed \$200, the last four instalments due from defendant as a drawn member. The writ showed that the association was formed by one Tam Fong Tai, who has absconded from the Colony.

Mr. Davidson (of Messrs. Hastings and Hastings) represented plaintiff and Mr. Norrington (of Mr. G. K. Hall Brutton's office) defended.

At the outset Mr. Norrington held that the association must be joined as a defendant.

Mr. Davidson expressed his willingness to sue the head of the association if he could be found, but pointed out that when a trustee could not be got at the beneficiary must be allowed to sue. In this case the promoter had absconded.

Mr. Norrington quoted a judgment of Mr. Justice Kemp in support of his submission.

His Lordship eventually indicated that he would add the head of the association if it appeared to be necessary.

Mr. Davidson said the action was brought by four undrawn members of the association, which was a \$100 association with eleven members. The first drawing was held on December 18, 1912, and the association went on in due course for seven months. The last regular drawing was on June 12, 1913. At the next meeting it transpired that the drawer at the previous meeting had not been paid in full, and moreover there were only nine members present at this meeting, defendant, defendant in this case and two other drawn members. No drawings were made at this meeting but the undrawn members paid \$100 each, which was divided among the undrawn members. A similar arrangement was made at the next meeting, at which five members were present, the promoter being absent. This was the last meeting. The eleven months had now expired, and plaintiff's account for \$400 giving credit for the \$200 paid. He would call evidence to prove that defendant was a drawn member.

SUNK IN A 'QUALL.

Fishing Junk Lost Off Fu Tung.

A gull that broke over Fu Tung on the 5th inst. sunk a fishing junk, the number of which is at present unknown. The boat was at anchor at the village, which is in Chinese water, and was capsized. Personal effect to the value of \$2000 were lost. The crew got safely away.

DAIRY FARM'S PROGRESS.

Installation of Motor Cars.

With creditable enterprise, the Dairy Farm Company, Ltd., has recently adopted several new departures, one being the abandonment of coolie labour in the transportation of produce from the farm at Pokfulam to the town premises and has installed a motor car service. One car has already arrived. It was built by the Allison Motor Car Company of Glasgow and has a 10 h.p. engine and two cylinders. It is a covered-in vehicle, the object being to protect the produce from the dust and the effects of the tropical sun.

The name of the Company is conspicuously painted on each side of the car, the lettering being white on a green ground. The car was shipped to the Colony complete and arrived on one of the Blue Funnel boats enclosed in a huge case. It had only to be run on to the wharf and changed before it was able to be driven home to the garage at Pokfulam. It has a carrying capacity of 30 cwt.

The old system of coolie hire was too primitive for the other modernised sections of the business and the continual upkeep of the carts made locally was a very expensive item. Added to this was the increased business, which made an increased service essential. The car is built to negotiate the steep gradients in the Colony.

The carrier bicycle service which supplies customers living in the east and west of the Colony has also been augmented to meet the increased demands from these neighbourhoods.

Considerable extensions have also been made at the town premises in Wyndham Road. A new shop has been built and the ground basement has been converted into a cold storage while the offices are pleasantly situated on the top floor.

THE PRESIDENT OF CHINA'S ELDEST SON.

THE EFFECT OF THE FALL.

It is stated that Yuan Shih-kai, President of China, is still suffering from the effects of a fall from a horse in 1912. The limbs on his left side are partially paralyzed.

It is also stated that the fall resulted in a fracture of the spine, and that the operation of trepanning, but the boy's mother, in spite of Yuan Shih-kai's urgent commands, refused her permission. The doctor performed a smaller operation and it is hoped that the recovery of the greater portion of the spine will be possible.

Yuan Shih-kai's eldest son, Yuan Shih-kai, is still suffering from the effects of a fall from a horse in 1912. The limbs on his left side are partially paralyzed.

## SPORTING.

## ASSOCIATION FOOTBALL.

## Hongkong Shield Semi-Final.

Hongkong F.C. v. H.M.S. Hampshire. The Club had several of the old brigade out for this match at Happy Valley yesterday, and they thoroughly justified their selection. Teams—

Hongkong F.C.—C. G. Cope; J. Stuker, A. Hamilton; R. F. Long, R. C. Barlow, W. E. Bidden; A. Croucher, C. Edgecombe, P. Wilkie, W. V. Pennell, N. L. Raiton.

H.M.S. Hampshire—Seymour; Mowry, Martin; Gander, Hinchman, Haywood; St. Cyril, Lee, Friend, Fox, Gilbert.

Referee, Mr. A. F. Storr.

The Club started the ball rolling, Pennell early showed that he has lost none of his cleverness, robbing an opponent and working towards goal before sending in a splendid centre that Martin headed away in good style. Play travelled to the other end and Friend and Lee were just beginning to fussy the Club defence when Barlow nipped in and sent his left wing away. Pennell was working like a Trojan and a centre by him and later a shot deserved some reward but Martin and Seymour were strong. The sailors hid away to the Club end, Lee and Fox including in more clever footwork than is usually seen locally. The Club backs, however, tackled well. Lee and Fox both tried shots that Cope put to safety while Hamilton was just in time to frustrate an effort by Lee. Play was very even and at half time no goals had been scored.

The sailors were the first to become aggressive. Lee and Friend dribbled well, and Cope continued until Hamilton nipped in and took the leather well up before passing to Pennell, whose position, however, did not satisfy the referee and officials stopped further progress. The sailors passed was too close and Long and Barlow especially were continually interfering. Gander, who had been previously injured, left the field for good and Martin played the one-lack game to perfection. Pennell was always trying to score, but they were not often well directed. Wilkie missed a fine chance of scoring while just before the end Gilbert lost a chance of scoring for the sailors. Result—Hongkong F.C. 0, H.M.S. Hampshire, 0.

Billiards.

SOLDIERS' CLUB TOURNAMENT.

The match between D.O. I. and Army Service Corps was concluded at the Soldiers' Club last night. The first pair were 'Sergeant' Platt, D.O.I. and Lee, Corp. Carter, A.S.C. Both players made some nice breaks in the early stages of the game, Carter at one time having a lead of nearly 40. Platt, after the 100 had been passed, won easily by 65 points.

The last game was also won by the D.O.I. who were represented by Sergeant. Barrow, his opponent being Sergeant. Allen, A.S.C. Barrow won easily by a good lead and useful breaks of 18 and 15 helped him on. He finally won by 123 points. The D.O.I. thus won the match by a margin of 685 points. The following are the complete scores—

D.O.I. A.S.C.  
Sergeant. Smith 250 Lt. Miller-Jones 162  
Sergeant. Tovey 119 S. Sgt. Flowers 250  
Sergeant. Page 250 Capt. Watson 203  
Sergeant. Roberts 250 S. Sgt. Sainsbury 154  
Sergeant. Outler 250 Sergeant. Tish 119  
Sergeant. Lunnon 250 Loc. Cpl. Roberts 219  
Sergeant. Plant 250 Loc. Cpl. Carter 185  
Sergeant. Barrow 250 Sergeant. Allen 123

Totals 1909 1344

Lawns Tennis.

The semi-finals of the R.G.A. Sergeants' Doubles Tournament were completed at their court in Victoria Barracks yesterday. Results—

Q. M. Sergeant. Babbage and Sergeant. Tipton, Palmer beat Coy. Sergeant. Major Harris and Q. M. Sergeant. Wall, 6-3, 6-3.

Sergeant. Smith and Sergeant. Pragnell beat Sergeant. Peacock and Sergeant. Wilson, 6-5 and 8-6.

The final takes place on Monday next.

HONGKONG C.C. TOURNAMENT.

The showery weather has interfered with matches in the Hongkong Cricket Club's annual tournament, and few have been played. The small number of entries in the open doubles made the cancellation of this tournament necessary.

In the singles J. B. Wood (own 2-6) defeated E. Abraham (own 15-3), 4-6, 6-3, 6-3.

A. H. Thomas beat A. B. Sutherland in the open championship single 6-4, 6-8, 6-0, and S. E. Green defeated A. F. Sals 6-1, 6-3, 6-2.

Hongkong Cricket League.

The following will represent the H. K. C.C. against the Navy in the Hongkong Cricket League on Saturday on the H. K. C.C. ground—play commencing at 2 p.m.—

B. Hancock (Capt.), B. N. Anderson, C. C. Clarke, F. H. Cobb, D. E. Donnelly, M. C. Mass, B. S. Moore, T. E. Pearce, R. A. Stokes, R. P. Thurlip, R. L. D. Wodehouse.

ASSAULT WITH A CHOPPER.

Bakers at Variance.

Two bakers had an altercation yesterday as to who should open the oven door. Words developed into blows, and one lifted a chopper and struck his companion a terrific blow on the forehead, the blow being such that the victim was unable to get up.

The victim was taken to the hospital, and the assailant was arrested. The case will be heard at the Police Court to-morrow.

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## SHIPPING

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the  
DATES named—

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI, HONG KONG & YOKOHAMA	NUBIA Capt. F. J. Fox	About 21st Mar.	Freight and Passage.
CHANGHAI	DEVANHA Capt. W. H. HICKET	5 a.m. 14th Mar.	Freight and Passage.
LONDON, via CANTON PORT OF CALL	INDIA Capt. C. C. TALBOT, R.N.R.	Noon 14th Mar.	See Special Advertisement.
LONDON & ANTWERP, via SUEZ, PANAMA, COLON, PORT SAID & MARSEILLE	NILE Capt. H. POWELL	About 18th Mar.	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.  
E. A. HEWITT, Superintendant.

P. &amp; O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL  
STEAMSHIP LINE.

VIA VANCOUVER AND

## THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B.  
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong.	From St. John N.B.
EMPEROR OF RUSSIA, Thu., Mar. 19.	SAT., April 11.
EMPEROR OF INDIA, Fri., April 3.	Wed., April 29.
MONTREAL, Sat., April 4.	
EMPEROR OF ASIA, Sat., April 18.	SAT., May 9.

Steamships leave HONGKONG at 12.00 Noon.

The 'EMPEROR OF RUSSIA' and 'EMPEROR OF ASIA' are new quadruple  
screw steam turbine steamers of 16,500 tons gross—30,000 tons displacement—  
the finest, fastest and most luxurious on the Pacific.

All steamers of the Company are fitted with wireless telegraph and passenger  
steamer of the Atlantic.

Each 'Imperial Pacific' connects at Vancouver with a Mail Express  
Train and at St. John N.B. with Atlantic Mail Steamer as shown above. The  
of Britain' and 'Empire of India' are magnificent vessels of 16,500 tons,  
speed 20 knots, and are regarded as second to none on the Atlantic.

PASSENGER RATES, HONGKONG TO LONDON.

EMPEROR OF RUSSIA	Optional Atlantic Port £71.10.
EMPEROR OF ASIA	do do £65.
EMPEROR OF INDIA	
EMPEROR OF JAPAN	

MONTREAL—Intermediate service—First class railway, second cabin  
Atlantic, via Canadian Atlantic Port—£45.  
Boston or New York—£45.

Meals and sleeping car across Canada not in-  
cluded in any of above rates. If required such  
will cost £3 additional.

Passengers purchasing Trans-Pacific Return tickets have the  
option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co.  
of Tokyo Kisen Kaisha, if desired, travel by rail between ports of call.

Local and through passengers may, if desired, travel by rail between ports of call.  
Special Through Rates (First Class only) are granted to Naval and  
Military Officers, European Civil Service Officials, Missionaries, etc.  
Full particulars on application to Agents.

Through passengers are allowed 'stop over' privileges at the various points of  
interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to  
D. W. ADDOCK, General Traffic Agent,  
Corner Queen Street and Fray's (opposite Blake Pier).

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT  
TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATE
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, MALACCA, PENANG, COLOMBO, SUZUKI AND PORT SAID.	KATORI MARU Capt. T. Muri, Tons 20,000	WEDNESDAY, 25th March at 10 a.m.
	KAMO MARU Capt. —, Tons 18,000	WEDNESDAY, 25th April, at 10 a.m.
VICTORIA, B.C., & SEAT- TLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, & YOKOHAMA.	YOKOHAMA MARU Capt. Wada, Tons 12,500	TUESDAY, 24th March at Noon.
	AWA MARU Capt. —, Tons 12,500	TUESDAY, 7th April, at Noon.
ROBE & YOKOHAMA	YOSHIMA MARU Capt. —, Tons 16,000	THURSDAY, 26th March at 11 a.m.
SHANGHAI, MOJI, KOBE, INABA MARU, AND YOKOHAMA	INABA MARU Capt. —, Tons 12,500	SATURDAY, 20th March.
FASABAKI, KOBE AND YOKOHAMA	TANGO MARU Capt. Sakine, Tons 13,500	WEDNESDAY, 11th March at 11 a.m.
SEIDY AND MELBOURNE, via MANILA, THURSDAY, SINGAPORE, THURSDAY, VILLAGE AND BRISBANE.	TANGO MARU Capt. Sakine, Tons 13,500	WEDNESDAY, 8th March at Noon.
	NIKKO MARU Capt. —, Tons 9,500	WEDNESDAY, 9th May at Noon.
BOMBAY via SINGAPORE, KAMAKURA MARU, AND COLUMBO	KAMAKURA MARU Capt. —, Tons 12,500	TUESDAY, 17th March.
DELICATA via SINGAPORE, HAKATA MARU, PENANG & RANGOON.	HAKATA MARU Capt. —, Tons 13,500	THURSDAY, 19th March.

Fitted with new system of wireless telegraphy. Cargo only.

## PASSENGER SEASON—1914

FOR EUROPE.

KATORI MARU	16,500 tons sails Wednesday 25th March.
KAMO MARU	16,000 " " 8th April.
KAMAKURA MARU	20,000 " " 22nd April.

FOR AMERICA.

YOKOHAMA MARU	12,500 tons sails Tuesday 24th March.
AWA MARU	12,500 " " 7th April.

With option of Ball between steamer's calling Ports in Japan.

For further information apply to

T. KUSUMOTO, Manager.

Telephone No. 222.

HONGKONG'S MUSICAL  
HISTORY

BY H. L. O. GARRETT

Being a reprint of a series of articles that appeared in the

CHINA MAIL.

## SHIPPING

## PACIFIC MAIL S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO  
Via Shanghai or Manila, Nagasaki, Inland Sea, Kobe,  
Yokohama and Honolulu.

## THE SUNSHINE BELT

Operating the following steamers:

MONGOLIA, MANCHURIA, KOREA, SIBERIA

NILE, CHINA AND PERSEA

Some Features of Service:

Electric Fans, Swimming Tank, Orchestra, Amusement, Wireless Telegraphy, Submarine

Signal Service and Bicycles.

Guides under personal supervision of Mr. V. Moroni, one of the World's most famous caterers.

Returns Portion of Round Trip Tickets, Available for Passage via C.P.R. from Vancouver if desired.

Through Passengers have the privilege of traveling by Rail between Ports of Call and Yokohama

Steamers

10,800 Tons Sailing SATURDAY, 14th Mar., at Noon.

CHINA 12,000 Tons Sailing SATURDAY, 14th Mar., at 1 p.m.

MANCHURIA 12,000 Tons Sailing SATURDAY, 14th Mar., at Noon.

MONGOLIA 12,000 Tons Sailing SATURDAY, 14th Mar., at 3 p.m.

For San Francisco via Manila, Nagasaki, Kobe, Yokohama &amp; Honolulu.

HONGKONG—MANILA SERVICE.

FROM HONGKONG.

Leave Hongkong. Arrive Manila. Leave Manila. Due Hongkong.

Mar. 14 CHINA Mar. 14 Mar. 15 CHINA Mar. 15

Mar. 15 MANCHURIA Mar. 15 Mar. 16 MANCHURIA Mar. 16

Mar. 16 MONGOLIA Mar. 16 Mar. 17 MONGOLIA Mar. 17

APR. 2 KAMAKURA APR. 2 APR. 3 KAMAKURA APR. 3

E. O. MORTON, Agent.

Telephone No. 141

King's Building (opposite Blake Pier).

Panama-Pacific International Exposition—San Francisco—1915.

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA  
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer Displacement Tons &amp; Speed. Leave Hongkong.

TENYO MARU 22,000-21 knots Saturday, 4th Apr.

NIPPON MARU 11,000-18 knots Wednesday, 8th Apr.

HONGKONG MARU 11,000-18 knots Saturday 25th Apr.

SHINYO MARU 22,000-21 knots Wednesday, 29th Apr.

CHIYO MARU 22,000-21 knots Tuesday, 19th May.

via MANILA omitting Shanghai.

All Steamers will be despatched at NOON.

First Class to London 471.10 Return (6 months) £120.

First Class to New York 260. Return £36.10.

First Class to San Francisco 245. Return £28.

Passengers purchasing Trans-Pacific Return tickets have the option of returning

from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VAN-

COUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS,

MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail

Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz,  
Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

SHINYO MARU 14,000-15 knots Saturday, 11th April.

ANYO MARU 18,500-15 knots.

RIZO MARU 17,000-14 knots.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent.

Telephone 291.

KING'S BUILDING (Opposite Blake Pier).

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN.

via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE.

via SUEZ CANAL.

For

SHANGHAI, KOBE AND ATLANTIQUE

YOKOHAMA PAUL LEGAT. COCHILLERE

MARSEILLES, via PORT AUSTRALIEN

ALL STEAMERS FITTED WITH WIRELESS.

[RE-STEERING on the Co's Steamers at Callao for Callao, BOMBAY and

AUSTRALIA, at Port Said for the LANTERN, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris by rail.

Circular tickets to Europe via Suez and SUEZ, SOUTH and vice versa

delivered here.

For further particulars apply to

S. O. de BUSSIERRE, Act. Agent.

## THE EASTERN &amp; AUSTRALIAN

## STEAMSHIP CO. LIMITED.

## MAIL SERVICE

## TO AUSTRALIA, via MANILA.

## MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

ARRIVE HONGKONG

LEAVE HONGKONG

ST. ALBANS

MAY 1st

MAY 2nd

MAY 3rd

MAY 4th

MAY 5th

MAY 6th

MAY 7th

MAY 8th

MAY 9th

## SHIPPING

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI & TIENTSIN	YOKOHAMA	Mar. 14, Midnight
SHANGHAI	SHANGHAI	Mar. 17, at Noon
MANILA, CEBU & HOLO	TIAN	Mar. 17, at 4 p.m.
HAIPHONG	KALONG	Mar. 18, at 10 a.m.
SHANGHAI	AKSU	Mar. 19, at 4 p.m.
SHANGHAI & TIENTSIN	SAIKOV	Mar. 21, Midnight
MANILA, CEBU & HOLO	CHINA	Mar. 24, at 8 p.m.
WEIHAIWEI & TIENTSIN	KIKOV	Mar. 26, at Noon

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'KANUL'

MANILA LINE. Twin Screw Steamers 'Chinba', 'Taming', & 'Tian'.  
Excellent Saloon accommodation midships. Electric Fans fitted. Extra state-rooms  
on deck, aft on 'Taming' and 'Tian'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui', 'Chenan', and the  
S.S. 'Liangchow', 'Luchow', and 'Yingchow', having excellent accommodation with  
Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,  
maintain a fast schedule service between Amoy, Hongkong and Shanghai leaving  
Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through  
Bills of Lading to all Yangtze and Northern China Ports.

The steamer leaving Hongkong on Sundays proceeds from Shanghai to Tientsin,  
leaving there on Tuesdays for Shanghai, Hongkong and Canton.

Passengers must embark before midnight on Saturday for the Sunday  
morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday  
night.

These steamers land passengers in Shek-pai, avoiding the inconvenience of trans-  
shipments at Whampoa.

REDUCED FARES Single \$45 Return \$75.

For Freight or Passage apply to

B. T. TIERFIELD &amp; SWIRE, AGENTS.

Telephone No. 38.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	WOSANG	FRIDAY, Mar. 13, Daylight.
MANILA	LOONGSANG	SATURDAY, Mar. 14, at 2 p.m.
SHANGHAI	CHOYSANG	SUNDAY, Mar. 15, Daylight.
SINGAPORE, PENANG & CALOUTTA	FOOKSANG	TUESDAY, Mar. 17, at 2 p.m.
SHANGHAI	ESANG	TUESDAY, Mar. 17, at 8 p.m.
MANILA	YUENSANG	SATURDAY, Mar. 21, at 2 p.m.

## RETURN TOURS TO JAPAN.

THE steamers Kulsong, Nomsang & Loingsang leave about every 3 weeks for Shang-  
hai and upon returning via Kobe (Inland Sea) and Moji to Hongkong. Time  
occupied 10 days. This service is supplemented by the Fooksang, Kuwangsang, Loinsang,  
Yahsang and Owsang leaving Hongkong at regular intervals for Yokohama, Kobe &  
Moji and returning thence direct to Hongkong. Time occupied 12 days.

These vessels have all modern improvements and are fitted throughout with Electric  
Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin,  
Tientsin, Weihaiwei & Tientsin.

Taking Cargo on through Bills of Lading to Khat, Lahad Dats, Sumpura,  
Kawao, Usukan, Jemelon and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd.,

General Managers.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICES OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG &amp; RANGOON.

## EASTWARD

The S.S. JELUNGA, 5,200 tons gross, Captain J. B. O. Sullivan, will be  
despatched for Singapore, Penang and Rangoon on the 24th March, at Noon,  
taking cargo and passengers at current rates.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,

Agents.

Telephone No. 212.

## THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMERWARD.

For

LONDON &amp; ANTWERP DEN OF AIRIE About 12th March

LONDON &amp; ANTWERP MERIONETHSHIRE About 8th April

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE,  
TACOMA & PORTLAND DEN OF RUTHVEN About 5th April.

VICTORIA, VANCOUVER, SEATTLE,  
TACOMA & PORTLAND GLENLOCHY About 3rd May.

For freight and further particulars, apply to

JARDINE, MATHESON &amp; Co., Ltd.,

AGENTS.

Telephone No. 212 Sub Ex. No. 9.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALOUTTA, STRAITS, HONGKONG, SHANGHAI  
AND JAPAN PORTS.

## EASTWARD

S.S. A. APCAR, 4,800 tons, Capt. J. E. Drake, will be despatched for  
SHANGHAI, MANILA, K. BE and MOJI on 18th March.

S.S. 'TRONGWA', 2,200 tons, Capt. O. M. Roberts, will be despatched for  
YOKOHAMA, KUBE and MOJI on 28th March.

## WESTWARD

S.S. G. APCAR, 4,800 tons, Capt. J. E. Drake, will be despatched for  
SINGAPORE, PENANG & CALOUTTA on 14th March.

S.S. 'JAPAN', 2,200 tons, Capt. O. P. Telling, will be despatched for  
above on 28th March.

The above steamers have excellent accommodation for passengers and are  
fitted with all modern improvements and are fitted throughout with Electric  
Light.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,

Agents.

Telephone No. 212 Sub Ex. No. 9.

JARDINE, MATHESON &amp; Co., Ltd.

## SHIPPING



STEAM FOR  
STRAITS, OCEAN, AUSTRALIA,  
COLOMBO, EGYPT, MEDITER-  
RANEAN PORTS, PLYMOUTH  
AND LONDON.

Through Bills of Lading issued for BATA-  
VIA, PERSIAN GULF, CONTIN-  
ENTAL AMERICAN AND SOUTH  
AFRICAN PORTS.

THE Steamship INDIA, Capt. C. C.  
TALBOT, R.N.R., carrying His Majesty's  
Mails, will be despatched from the  
port for BOMBAY, on SATURDAY, the  
14th March, at Noon, taking Passengers  
and Cargo for the above ports in connection  
with the Company's Steamship Mouldie  
from Colombo; Passengers' accommodation  
in which vessel is secured before departure



## SHIPPING

# INDIAN AFRICAN LINE

Cargo carried on through R.M.S. of Lading from HONGKONG to BEIRA  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.

AFRICAN LINE. PROPOSED SAILINGS.

PROPOSED SAILINGS.

FROM HONGKONG:		FROM COLOMBO:
1st April.	Connecting with "KATHAWAR"	17th April, 1914.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, sailing at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS  
From Hongkong S.S. "SALAMIS" About 30th of March,  
FIRST CLASS ACCOMMODATION FOR PASSENGERS  
Passage from Hongkong to New York

For Rates of Freight and Passage, apply to  
**THE BANK LINE, LIMITED.**  
MANAGING AGENTS.

HONGKONG-NEW YORK

# HONGKONG & NEW YORK

**REGULAR SAILINGS via PORTW and SUEZ CANAL.**  
(With liberty to call at the Malabar Coast).

**FOR NEW YORK**

**U.S. ATOLL** ..... ON or about 4th April.

For Freight & further particulars, apply to

**DODWELL & CO., LTD., Agents**

## NATAL LINE OF STEAMERS

with transshipment at CALCUTTA in conjunction with the  
**INDO-CHINA STEAM NAVIGATION CO., LTD**  
 AND "APOAR" LINE  
 Proposed Sailings from Hongkong

Passenger from Hongkong.	In or about	Connected at Calcutta with	On or about
POOHSANG	Mar. 13.	"UMKUZU"	10 April.
AFCAR	Mar. 14.		
ABAY	Mar. 25.		

For Freight and further particulars apply to  
**DODWELL & CO., LTD., Agents**

**THE NANYO YUSEN KUMI**

(SOUTH SEA MAIL S. S. CO.)

---

Regular Service of Steamers between Japan, Hongkong, Singapore

**Batavia, Samarang and Sourabaya.**

Sailing

**S. RIOJUN MARU,** For Spore, Batavia, O'bon, Samarang & Sourabaya 22nd Mar.

**DODWELL & CO., LD., Agents.**

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts-Gesellschaft 'HAMBURG'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES.  
VIA STRAITS AND COLOMBO.  
MARSEILLES, HAVRE, BREMEN & HAMBURG & TO NEW YORK  
AND FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.)

MAKING Cargo as through Rates to all European, North Continental and British

**WEST SAILINGS FROM HONGKONG**

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Havre, London & Hamburg
S.S. HOERDE ..... 19th Mar.	S.S. SPELZ ..... 14th March
	For Bremen, Hamburg and

8.8. SUDWARK	18th Mar.	Interv.	
3.2. BEISCHVIA	1st April	"S. SENEGAMBIA"	17th March
5.2. UOKERWARK	5th April		
6.8. SAMBIA	25th April		
8.8. WOERTENBERG	1st May		

For Victoria, Vancouver, Seattle and Portland (Or.)

**S.S. SEGIVIA** ..... 11th May.  
**S.S. EMDEN** ..... 21st May.  
**S.S. FRISIA** ..... 27th May.  
**For further particulars, apply to**

**S.S. SOULMARRA** ..... 22nd March.  
**For BOSTON & NEW YORK**  
**S.S. AMBERIA** ..... 22nd March.

**HAMBURG-AMERIKA LINIE, Hongkong Office**  
 22, ROYAL MINT STREET, HONG KONG.

# Reduced First Class Fares

**MINNESOTA.**  
CAPACITY 22,000 Tons. 20,715 Tons Gross Register. LENGTH 520 Feet.  
BEAM 73 Feet.  
EQUIPPED WITH WIRELESS TELEGRAPHY

Sails from Hongkong 15th May, 1914  
 SEATTLE VIA NAGASAKI, INLAND SEA, KOBE AND YOKOHAMA

and Trip Tickets (Good for Six Months)	2.84
and Trip Tickets (Good for Six Months)	2.35
and Trip Tickets (Good for Six Months)	49.10
and Trip Tickets (Good for Six Months)	2.81
and Trip Tickets (Good for Six Months)	42.10

30	HK to Europe via the Gulf monthly	£255
31	Hongkong Shanghai or Japan Ports of Call to London	£255
32	Hongkong Shanghai or Japan Ports of Call to London and Return (Six Months)	£109
33	Hongkong Shanghai or Japan Ports of Call to London and Return (Three Months)	£177

[illegible]

**THE UNIVERSITY OF CHICAGO**



# SPECIAL LIQUEURS

Pints and Quarts.

## PEPPERMINT

Marie Brisard  
Get Freres  
W. A. Gilbey  
Hulst Kamp  
Cusenier  
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## CURACAO

D. O. M.  
APRICOT BRANDY  
CHARTREUSE

Cusenier  
Yellow  
Green  
Luxardo  
Cusenier

## MARASCHINO

KUMMEL  
CHERRY WHISKY  
CHERRY BRANDY  
APRICOTINE  
CREME DE MOKA  
PEACH BRANDY  
MANDARINETTE  
CREME DE VIOLETTE  
CREME DE OACAC  
LIQUEUR FROGAMP

Cusenier  
Heering  
Cusenier  
Cusenier

## BITTERS.

AMER PICON  
BITTER SECRESTAT  
FERNET BRANCA  
AUGUSTURA  
POMERANZEN  
ORANGE

# MacEwen, Frickel & Co.

## STEAMERS PASSED SUZ CANAL

February 17, *Pavia*, *Satsuma*, *Bechiana*,  
February 20, *Bornio*, *Deuclion*, *Hovda*,  
*Laomedon*.

February 24, *Enrikoff*, *Nubia*, *Shimosa*,  
*Triana*, *Arabia*, *Exile*.

February 27, *Alcinous*, *Indrausodi*,  
*Zepus*, *Medusa*, *Pharis*, *Silena*, *Athar-*  
*gates*, *Arctich*.

March 3, *Den of Rudphen*, *Ehena*,  
*Mastini*.

March 5, *Bendloch*, *Korber*, *Namur*,  
*Zemarchus*, *Brovala*, *Gurney*.

March 10, *Benazon*, *Brigavira*, *Annon*,  
*Den of Cromer*, *Lithian*, *Pignius*, *Ucker-*  
*mar*.

ARRIVALS FROM CHINA.  
March 10, *Cordillera*, *E. F. Ferdinand*,  
*Tokujiro Maru*.

## STEAMERS EXPECTED.

The P. & O. S. N. Co.'s s.s. *Devon* left  
Singapore for this port on Sunday,  
the 8th March, at 5.30 p.m., with the  
outward English Mails, and is due here  
on Friday, the 13th March, at 10  
a.m. This packet brings the parcel  
mails closed in London for despatch  
by the all sea route on the 4th ult.,  
and for despatch overland on the 11th  
ult.

The P. M. S. S. Co.'s s.s. *Nile* sailed  
from Yokohama for Hongkong, via  
Manila, on Sunday, March 8th. The  
United States mail has been trans-  
ferred to the North German Lloyd's s.s.  
*Albia*, which is scheduled to arrive  
here on the 17th March.

The N. D. L. s.s. *York* carrying the  
German Mails with dates from Berlin  
of the 18th February, left Colombo  
on Saturday, the 7th March, p.m.,  
and may be expected here on or about  
Wednesday, the 18th March.

The P. M. S. S. Co.'s s.s. *Manchuria* sailed  
from Yokohama for Hongkong, via  
Manila, on March 3rd.

The O. P. R. Co.'s R.M.S. *Empress of*  
*India* left Vancouver on the 7th  
March, a.m.

The O. P. R. Co.'s R.M.S. *Empress of*  
*Asia* arrived at Vancouver between 2  
and 4 p.m. on the 8th March.

The O. P. R. Co.'s R.M.S. *Empress of*  
Japan arrived at Nagasaki at 8 a.m.  
on March 10th, and left at 3 p.m. on  
the same day; due to arrive at Kobe  
at 9 p.m. on March 11th.

The O. P. R. Co.'s R.M.S. *Montcalm*  
arrived at Kobe at 12.30 p.m. on Friday,  
the 6th March, and is due here on or  
about the 12th March.

The Ben Line s.s. *Benary* from Leith,  
Middlesbrough and London, left Singa-  
pore for this port on the 7th March  
and may be expected to arrive here on  
Saturday, the 14th March.

The H. K. P. Co.'s s.s. *Manchuria* left  
Singapore for this port on Friday,  
the 6th March, and is due here on or  
about the 12th March.

The Ben Line s.s. *Benary* from Leith,  
Middlesbrough and London, left Singa-  
pore for this port on the 7th March  
and may be expected to arrive here on  
Saturday, the 14th March.

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the 6th March, and is due here on or  
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The Ben Line s.s. *Benary* from Leith,  
Middlesbrough and London, left Singa-  
pore for this port on the 7th March  
and may be expected to arrive here on  
Saturday, the 14th March.



ASK  
SPECIALLY  
FOR  
MACKIE'S  
WHISKY.

WHITE HORSE  
WHISKY.

\$20 DOZ.  
Including  
duty.

LANE, CRAWFORD & CO.  
SOLE AGENTS.

## To-day's Advertisements

CANTON KOWLOON RAILWAY.  
(CHINESE SECTION).

### NOTICE.

THE PUBLIC is hereby notified that  
On and From the 10th MARCH,  
1914, and until further Notice, all through  
Single and Return Fares booked from  
CANTON will be subject to a surcharge of  
30% owing to the Depreciation in Canton  
Local Notes.

From this date the Single and Return  
Fares by the Express and Night Trains  
between Canton and Hongkong and vice  
versa will be as under:-

Strong Journeys.	Hongkong Currency	Canton Currency
1st Class	\$4.00	\$5.10
2nd Class	2.00	2.60
3rd Class	.95	1.20

Return Journeys.	Hongkong Currency	Canton Currency
1st Class	\$8.75	\$10.85
2nd Class	4.00	5.20
3rd Class	1.90	2.40

See a of surcharge upon local fares  
as ad. verified upon Station Notice Boards.

By Order

THE ADMINISTRATION.

Canton, 10th March, 1914.

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## To-day's Advertisements

WANTED IMMEDIATELY.

TWO ASSISTANTS, one to Teach,  
and one to help in domestic affairs.

Apply

SUPERINTENDENT

DIOCEAN GIRLS' SCHOOL & ORPHANAGE,  
KING'S PARK.

Hongkong, March 12, 1914.

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## BAD ECZEMA ALL OVER CHILD'S HEAD

Breaking Out Scabbed Over. Would  
Bleed and Discharge Until Spread  
All Over Head. Cuticura Soap  
and Ointment Completely Cured.

6, Maypole Sq., Alconbury, Hunts, Eng.  
"My little boy Vincent had a bad form  
of eczema all over his head for ten months.  
He used to scratch it until he made it bleed, then it  
scabbed over and began to  
spread round his neck and  
round to his other ear. It  
would bleed and discharge  
until it spread all over his  
head. I was given a box of  
Cuticura soap and ointment and had to  
wash the head with soft soap every night  
and morning and cover it with the ointment  
and ever while rags all over it like a cap.  
The poor child would scratch outside the  
rags and it would then discharge and the  
rags would stick to his head.  
It got no better at all. Then a friend  
sent me a tin of Cuticura Ointment and a  
tablet of Cuticura Soap, so I started with  
them. By the third morning the scales were  
nearly all off. I kept on washing his head  
with the Cuticura Soap, and spreading the  
Cuticura Ointment on each evening until  
it had all gone. I got for another tin and  
began to use it. I used half a tin. His head  
was as clear as it could be from sores and  
now hair growing like anything. Cuticura  
Soap and Ointment completely cured him."  
(Signed) Mrs. Lucy Townsend, May 23,  
1914.

Cuticura Soap and Ointment are sold  
everywhere. Sample of each with 3-p. Skin  
Book free from nearest depot: F. Newbery &  
Sons, 27, Charterhouse St., London; Foster  
Druce & Co., 10, Abchurch Lane, London; E. &  
J. R. Taylor, 10, Abchurch Lane, London.  
\*Teacher-faced men should shave with  
Cuticura Soap Shaving Stick. Sample free.

SHIPPING

ARRIVALS.

March 11.  
Fochow, British str., 1,228, J. R. Owen,  
Shanghai March 9, General.—BUTTERFIELD  
& SWIRE.

Osaka, Norwegian steamer, 1,189, H.  
Nelson, Bangkok March 3, Rice.—  
ALCANTARA, THORSEN & Co.

Edena, German steamer, 771, J. Jensen,  
Hobart March 10, General.—JENSEN & Co.

Uta, Norwegian str., 683, J. Pedersen,  
Bangkok March 2, Rice.—CHINESE.

Irene, Chinese steamer, 960, Melcan,  
Swatow March 10, General.—G. M. S. N. Co.

Gregory, British steamer, 2,960, J.  
E. Druce, Mohi March 8, Coal and General.  
—DAVID, SASSOON & Co., Ltd.

March 12.  
Avrator, British str., 2,331, W.  
Walker, Calcutta Feb. 24, and Singapore  
March 6, General.—DAVID, SASSOON & Co.,  
Ltd.

Seattle Maru, Japanese str., 3,968, T.  
Saitow, Seattle and Manila March 9,  
General.—O. S. K.

Carl Diederichsen, German steamer, 774,  
H. Franzen, Sakhalin and Houtow March  
11, General.—JENSEN & Co.

Moussing, British str., 1,641, A. Hallowell,  
Fremantle February 21, General.—  
JARDINE, MATHESON & Co., Ltd.

Luchow, British str., from Canton.

Fochow, British str., from Canton.

Chungking, British str., from Canton.

DEPARTURES.

March 12.  
Kiang Ping, for Chinkiang.

Hefei Maru, for Hongkong.

Taiwan Maru, for Banka and Batavia.

Yingchow, for Canton.

Maru, for Manzanillo (Mexico).

Singapore, for Houtow and Houtow.

Durham, for Houtow and Houtow.

Hefei, for Canton.

Hefei, for Canton.

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